

## IED Report

CLASSIFICATION: ~~SECRET~~ RELEASABILITY: ~~REL TO~~ USA, ~~ACGU~~

TRACKING NUMBER: IED- 20111019142338SNB38123 DATE DISCOVERED: 2011-Oct-19 14:23  
01530

CALL SIGN: Not Reported REPORTING UNIT: Not Reported

PRIMARY SAFE AREA(MGRS): Not Reported SECONDARY SAFE AREA(MGRS): Not Reported

MGRS: 38SNB3812301530 EVENT TYPE: Explosion

COALITION:		CIVILIAN:		HOST NATION:	
KIA:	WIA:	KIA:	WIA:	KIA:	WIA:
0	0	0	0	0	0

### Equipment Used

### Team Data

SERVICE AFFILIATION: Not Reported

EOD NOTIFICATION: 2011-Oct-19 14:30

EOD FOB DEPARTURE: 2011-Oct-19 14:30 EOD SCENE ARRIVAL: 2011-Oct-19 14:30

EOD SCENE DEPARTURE: 2011-Oct-19 14:30 EOD MISSION COMPLETE: 2011-Oct-20 00:30

Site Data	
SITE MARKED:	Not Reported
MARKING DETAILS:	Not Reported
CIVILIAN ACTIVITY:	Not Reported
REFERENCE POINT:	Not Reported
AIMING POINT DETAILS:	Not Reported
FIRING POINT DETAILS:	Not Reported
FIRING POINT MGRS:	Not Reported
LIGHT CONDITIONS:	Not Reported
WEATHER:	Not Reported
ROUTE PATROL:	Not Reported
LAST TIME ROUTE CLEARED:	Not Reported
ANALYSIS:	Not Reported

Devices
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\*\*\*\*SIGACT CLOSED\*\*\*\*

## SIGACT Report

**TITLE:** (EXPLOSIVE HAZARD) IED EXPLOSION RPT (Directional IED) C/ 6-9  
CAV : 0 INJ/DAM

**TRACKING NUMBER:** 20111019142338SNB3812301530

**REPORT PRECEDENCE:** Flash

**CLASSIFICATION:** ~~SECRET~~

**RELEASABILITY:** ~~REL TO USA, FVEY~~

**REPORTING UNIT NAME:** USD-C G3 SIGACT  
MANAGER

**REPORT SOURCE:** Coalition

## SPOT Section

**UNIT NAME INVOLVED:** C/ 6-9 CAV

**CALL SIGN:** Not Reported

**TYPE OF INVOLVED UNIT:** CF

**INVOLVED UNIT ACTIVITY:** Other

**INCIDENT REPORTED BY:** Coalition Forces

**BATTLESPACE LEAD:** Coalition

**TIP REPORTED BY:**  
Not Reported

**DTG CREATED (LOCAL):** 2011-10-19  
16:20:57

**DTG OF INCIDENT (LOCAL):** 2011-10-19  
14:23:00

**DTG UPDATED (LOCAL):** 2011-10-31  
04:08:26

## Location

**MGRS:** 38SNB3812301530

**ROUTE:** Not Reported

## Events

**EVENT TYPE:** Explosive Hazard

**MODES OF ATTACK:** Directional IED

**EVENT CATEGORY:** IED Explosion



PRIMARY INTENDED OUTCOME: Anti-Armor

SUICIDE?: No

EFFECTIVE HIT?: No

COORDINATED ATTACK: No

COMPLEX ATTACK: No

COUNTER ATTACK: No

MEDEVAC REQUESTED: No

BLOWN IN PLACE: No

SUMMARY: USF REPORT 191423

AT 19 1423 OCT 11, AN EFP DETONATED ON A 6-9 CAV PATROL ENROUTE TO CONDUCT ROUTE CLEARANCE AND SECURITY ISO 115TH BSB CLP THROUGH NU'MANIYAH. THE IED DETONATED ON THE 14TH VEHICLE IN THE 17 VEHICLE PATROL. THE PATROL REPORTED NO CASUALTIES AND 1 X CAIMAN DAMAGED (NMC). 1/C 6-9 CAV SECURED THE IED SITE IMMEDIATELY. AN AWT ISO 115TH BSB CLP CONDUCTED ARMED OVER WATCH AND AERIAL RECON DURING THE SITE SECURITY OPERATIONS UNTIL 1500. 6-9 CAV QRF AND EOD STOOD UP TO REDCON 1. C/6-9 CAV COMMANDER REPORTED THAT IRAQI EOD WAS ON SCENE AND HAD STARTED SSE. IP EOD CONDUCTED SSE BUT DID NOT FIND ANY EVIDENCE OR INITIATION SYSTEM. C/6-9 CAV SELF RECOVERED THE VEHICLE TO COB DELTA WHERE EOD CONDUCTED PBA ON THE CAMAIN. USF EOD RECOVERED (b)(1)1.4c

EOD ASSESSMENT: ON 191430COCT2011, 752/2/1 WAS REQUESTED TO RESPOND TO AN IED PBA AT 38SNA 38121 01530 ISO COMANCHE 6/ 6/9 CAV. TEAM WAS STOOD DOWN PRIOR TO DEPARTING BASE. VEHICLE EXAMINATION AND QUESTIONING WERE CONDUCTED AFTER THE ELEMENT RETURNED TO COB DELTA. COMANCHE 6 REPORTED THE FOLLOWING INFORMATION: AT APPROXIMATELY 191420COCT2011, AN EFP STRUCK THE TC SIDE ENGINE COMPARTMENT OF THE 14TH VEHICLE (CHAOS 7) OF A 17-VEHICLE CONVOY HEADING WEST ON RTE KENNY POWERS. THE CONVOY WAS COLLAPSED (b)(1)1.4g

(b)(1)1.4g

(b)(1)1.4g

AN ONGOING AREA OF CONSTRUCTION ON THE NORTH SIDE OF RTE KENNY POWERS. THERE WAS A HOME IN DIRECT LINE OF SITE OF THE

BLAST SEAT, WHICH WOULD HAVE PROVIDED A GOOD CONCEALED FIRING POINT, ON THE NORTH SIDE OF RTE KENNY POWERS. AN IP CHECKPOINT WAS LOCATED APPROXIMATELY 400 METERS TO THE NORTH ALONG THE ROUTE. THERE WAS NO CIVILIAN TRAFFIC IN THE GENERAL VICINITY OF THE EFP DETONATION. THE BERM WAS APPROXIMATELY 3.5 FEET IN HEIGHT, CALCULATED BY THE PATH OF THE EFP SLUG THROUGH THE ENGINE COMPARTMENT. THREE ENTRY POINTS WERE IDENTIFIED ON THE TC SIDE AND TWO EXIT POINTS WERE IDENTIFIED ON THE DRIVER SIDE OF THE CAIMAN. THE

(b)(1)1.4g

THROUGHOUT THE ENGINE COMPARTMENT. INTERNAL DAMAGE WAS NOTED ON THE ALTERNATOR, RADIATOR AND HOSES, ENGINE FAN AND SHROUD, AND WIRING. BOTH FRONT TIRES SUSTAINED FRAGMENTATION DAMAGE AND WERE FLAT. THE DAMAGE RESULTED IN A MOBILITY KILL, BUT NO CASUALTIES. IP EOD EXPLOITED THE SCENE AND FOUND NO EVIDENCE OR INITIATION SYSTEM.

EXPLOITATION. MC: 200030COCT2011.

TL BELIEVES THE EFP WAS (b)(1)1.4c, (b)(1)1.4g  
(b)(1)1.4c, (b)(1)1.4g AND RESIDUE LEFT IN THE ENGINE COMPARTMENT.

1-1 AAB S2 ASSESSMENT: (b)(1)1.4c  
(b)(1)1.4c  
IED, AND TODAY'S ATTACK. (b)(1)1.4c  
BLASTS OCCURRED BETWEEN THE LAST TWO VEHICLES IN THE CONVOY. THIS COULD BE DUE TO THE INITIATION DEVICE OR MAY BE A NEW TTP IN THIS AREA. THIS ATTACK WAS MOST LIKELY CARRIED OUT BY MEMBERS OF (b)(1)1.4c  
(b)(1)1.4c THEY ARE KNOWN TO CARRY OUT IED/EFP ATTACKS AGAINST USF IN THE VIC OF NUMANIYAH AND THIS ATTACK WAS MOST LIKELY IN RESPONSE TO INCREASED CLP MOVEMENT DURING THE CLOSURE OF COB DELTA. WE CAN EXPECT TO SEE THESE TYPE OF EVENTS CONTINUE AS THE RE-POSTURING OF COB DELTA CONTINUES.

USD-C G-2 ASSESSMENT: (b)(1)1.4c



ATTACKS ON THIS PORTION OF ASR KIEV WHICH TARGETED USF. ON  
 (b)(1)1.4c RESULTING  
 IN NO CASUALTIES OR DAMAGES. THE USE OF AN EFP IN TODAY'S  
 ATTACK INDICATES (b)(1)1.4c HOWEVER THERE IS  
 CURRENTLY NO INFORMATION INDICATING THE GROUP  
 RESPONSIBLE FOR THIS ATTACK.

ROLLUP:  
 1 X CAIMAN DAMAGED

CLOSED

ENEMY:			COALITION:		
KIA:	WIA:	DET:	KIA:	WIA:	ABD:
0	0	0	0	0	0

CIVILIAN:			HOST NATION:		
KIA:	WIA:	ABD:	KIA:	WIA:	ABD:
0	0	0	0	0	0

CCIR Status	
<b>SUMMARY:</b>	USF-I DCG(O) IR 17: Any attack utilizing RKG-3, EFP, SVBIED and/or PBIED
<b>GROUP:</b>	USD-C G3 SIGACT MANAGER

Capture Details
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Casualty Details
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## Target(s) of Attack

PRECEDENCE:	Primary	TYPE:	Coalition
AFFILIATION:	Coalition	SECT:	N/A
DETAILS:	Patrol	NATIONALITY:	UNITED STATES
STATUS:	Damaged		
DESCRIPTION:	Not Reported		

## Indirect Fire Information

## Vehicle/Convoy Details

NUMBER OF VEHICLES:	0
DISTANCE BETWEEN VEHICLES:	0 Meters
CONVOY SPEED:	0 MPH
NEAREST ECM DIST TO IED:	0 Meters
NEAREST ECM DIST TO VEHICLE STRUCK:	0 Meters
OTHER COUNTERMEASURES ON VEHICLE STRUCK:	Not Reported
VEHICLE SUMMARY:	Not Reported
POSITION:	12
TYPE:	MRAP Caiman Cat I
IMPACT POINT:	Front of Vehicle
ARMOR:	Unknown
STATUS:	Disabled
ECM TYPE:	Unknown
ECM LOADSET DATE:	Not Reported
ECM STATUS:	Not Reported
ECM STATUS REASON:	Not Reported

## DRUGREP Details

FACILITY TYPE: Not Reported

## Drugs Found

<b>Chemicals Found</b>
<b>Equipment Found</b>

Reintegration Details			
REINTEGRATION OPEN:	No		
REINTEGRATION OPEN COMMENTS:	No		
NUMBER OF REINTEGRATEES:	0		
	<b>FOLLOW UP DATES</b>	<b>COMPLETED</b>	<b>COMPLETED DATE</b>
VETTING DATE:	Not Reported	No	Not Reported
COMMUNITY TALK DATE:	Not Reported	No	Not Reported
REINTEGRATION DATE:	Not Reported	No	Not Reported
7 DAY FOLLOW UP:	Not Reported	No	Not Reported
30 DAY FOLLOW UP:	Not Reported	No	Not Reported
60 DAY FOLLOW UP:	Not Reported	No	Not Reported
90 DAY FOLLOW UP:	Not Reported	No	Not Reported
180 DAY FOLLOW UP:	Not Reported	No	Not Reported
REINTEGRATION CLOSED:	No	REINTEGRATION CLOSED REASON:	Not



		Reported
REINTEGRATION CLOSED COMMENTS:		No

Approved for Release



# USD-C

(752 EOD / 2 / 1)

191430COCT11

1/1 CAV  
SUPPORTED BCT

(b)(3) 130b, (b)(6)

TEAM LEADER

Comanche 6  
ON SCENE COMM

38SNB3812301530  
MGRS GRID LOCATION

RTE Kenny Powers  
MSR

Wes  
DIRECTION OF

IED  
TYPE OF REPORT

Explosion  
EVENT CATEGORY

Other  
METHOD OF EM

**SIGACT #:** 20111019142338SNB3812301530

**CIDNE #:** IED-20111019142338SNB3812301530

**CCIR:** DCG-O 17

	<u>CF</u>	<u>LN</u>	<u>IA/IP/NP</u>	<u>E</u>	<u>U.S. Civilian</u>	<u>Coalition</u>
KIA	0	0	0	0	0	0
WIA	0	0	0	0	0	0

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010 0



# USD-C

## Convoy

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(b)(1)1.4g





~~SECRET // REL TO USA, ACGU~~

## USD-C

### Aerial / Map View of Site



~~SECRET // REL TO USA, FVEY~~

Time

EOD Notification:

EOD FOB Departure:

EOD Scene Arrival:

EOD Scene Departure:

EOD Mission Complete:



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~~SECRET // REL TO USA, ACGU~~

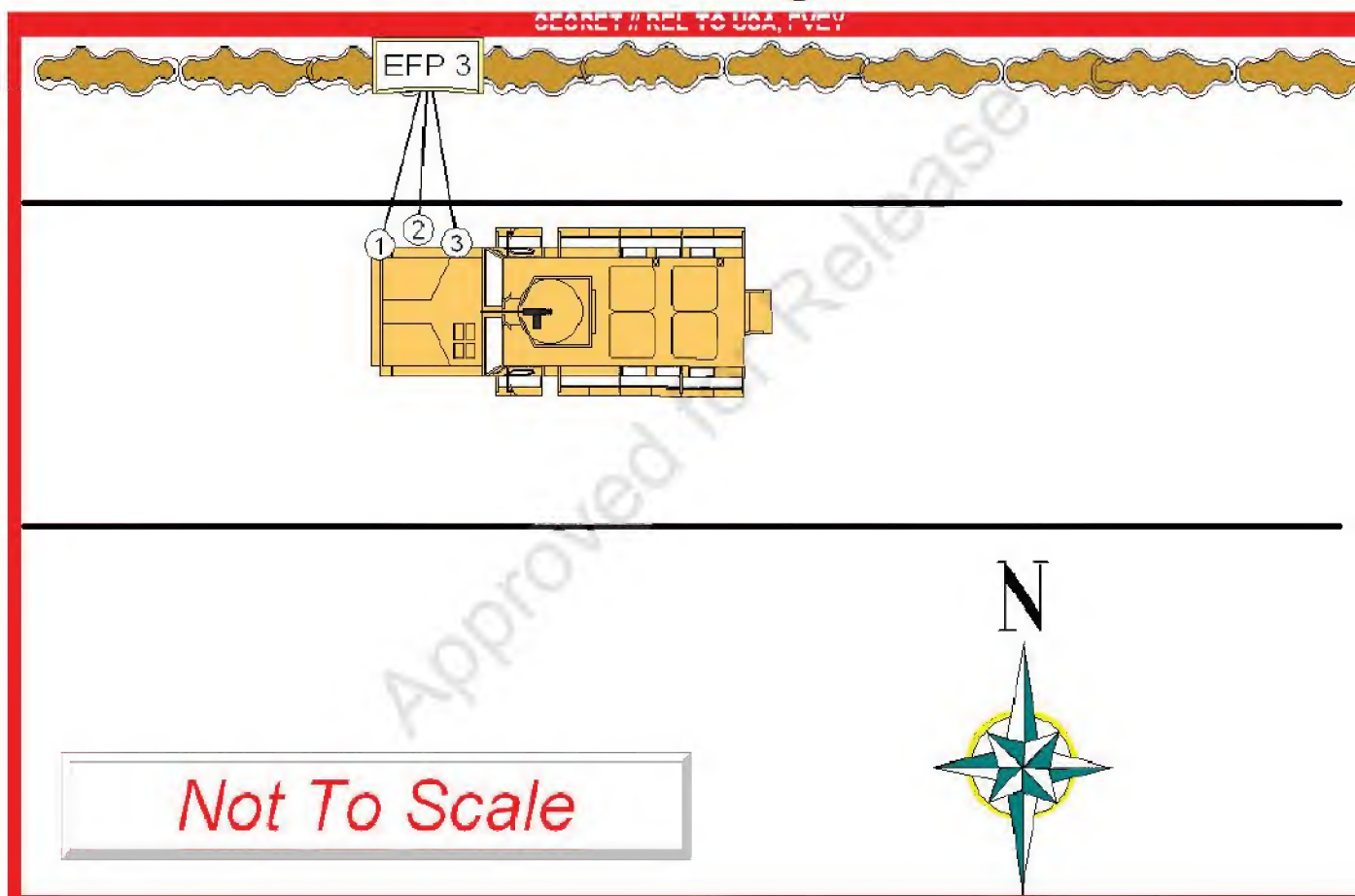
012 0



~~SECRET // REL TO USA, ACGU~~

# USD-C

## Scene Diagram



~~SECRET // REL TO USA, ACGU~~





## USD-C

### Narrative / Background

~~(SECRET // REL TO USA, FVEY) (SECRET//REL TO USA, ACGU)~~ On 191430COCT2011, 752/2/1 was requested to respond to an IED PBA at 38SNA 38121 01530 ISO Comanche 6/ 6/9 CAV. Team was s down prior to departing base. Vehicle examination and questioning were conducted after the elen returned to COB Delta. Comanche 6 relayed the following information: At approximately 191420COCT2011, an EFP struck the TC side engine compartment of the 14th vehicle (Chaos 7) of vehicle convoy heading west on RTE Kenny Powers. The convoy was providing security for a log convoy maneuvering to COB Delta. The convoy was collapsed to

(b)(1)1.4g

(b)(1)1.4g

The E placed approximately 10 meters off the road on top of a berm at an ongoing area of construction o North side of RTE Kenny Powers. There was a home in direct line of site of the blast seat, which v have provided a good concealed firing point, on the North side of RTE Kenny Powers. An IP cheo was located approximately 400 meters to the North along the route. There was no civilian traffic in general vicinity of the EFP detonation. The berm was approximately 3.5 feet in height, calculated path of the EFP slug through the engine compartment. Three entry points were identified on the T and two exit points were identified on the driver side of the Caiman.

(b)(1)1.4g

(b)(1)1.4g

casualties. IP EOD exploited the scene and found no evidence or initiation. US EOD retrieved

(b)(1)

(b)(1)1.4c, (b)(1)1.4g





## USD-C

# EOD Team Leader Observations

InitiationType

Initiator

Main Charge

Container

~~(SECRET // REL TO USA, FVEY)~~ TL believes the EFP was a  
number of entry points and residue left in the engine compartment.

(b)(1)1.4g



# USD-C

## Evidence List

Item/Bag #	Quantity	Evidence
1	2	<div>(b)(1)1.4c</div> recovered from engine compartment

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## USD-C

### Photographs of Scene



TC Side





## USD-C

### Photographs of Scene



TC Side Under Engine Compartment



## USD-C

### Photographs of Scene



Entry Point 1(Outside)



## USD-C

### Photographs of Scene



Entry Point 1.(Inside)





## USD-C

### Photographs of Scene



Entry Point 2 (Outside)



## USD-C

### Photographs of Scene



Entry Point 2 (Inside)



## USD-C

### Photographs of Scene



Entry Point 2 (Inside)



## USD-C

### Photographs of Scene



Entry Point 3





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## USD-C

### Photographs of Scene



Damage to alternator.

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025 0



~~SECRET//REL TO USA, ACGU~~

## USD-C

### Photographs of Scene



TC Side front tire

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~~SECRET//REL TO USA, ACGU~~

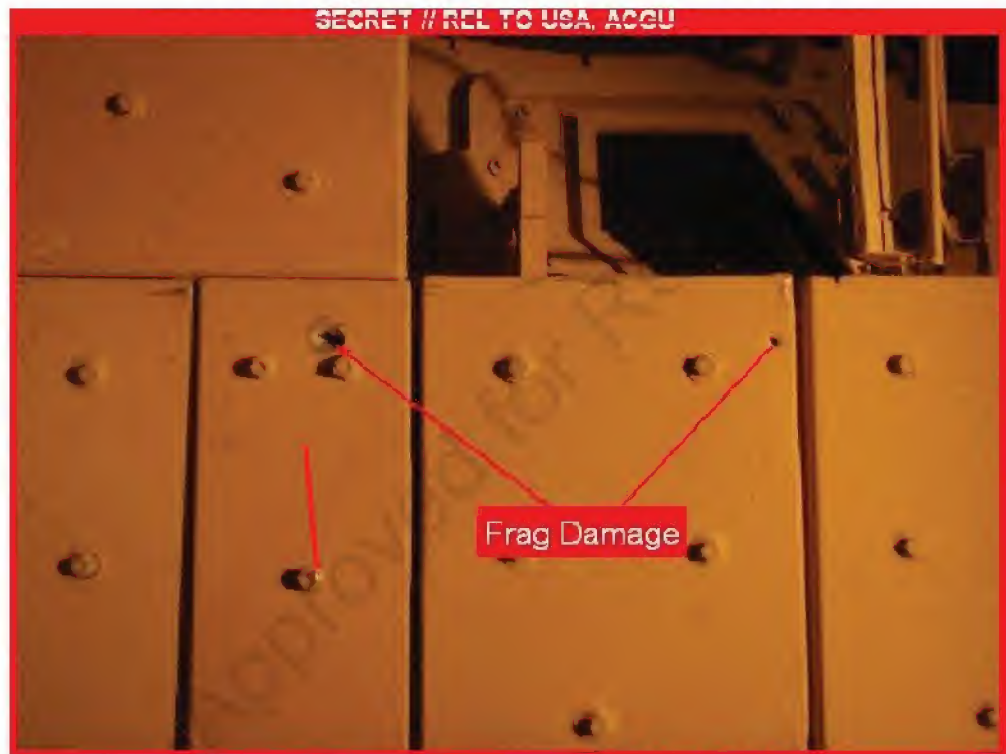
026 0



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## USD-C

### Photographs of Scene



Secondary Fragmentation damage to TC Side

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## USD-C

### Photographs of Scene



Secondary Fragmentation damage to TC Side





## USD-C

### Photographs of Scene



Secondary Fragmentation damage to TC Side



## USD-C

### Photographs of Scene



Slug travel through engine compartment (Entry Point 1)



## USD-C

### Photographs of Scene



Driver Side



## USD-C

### Photographs of Scene



Exit Point 1 and 2

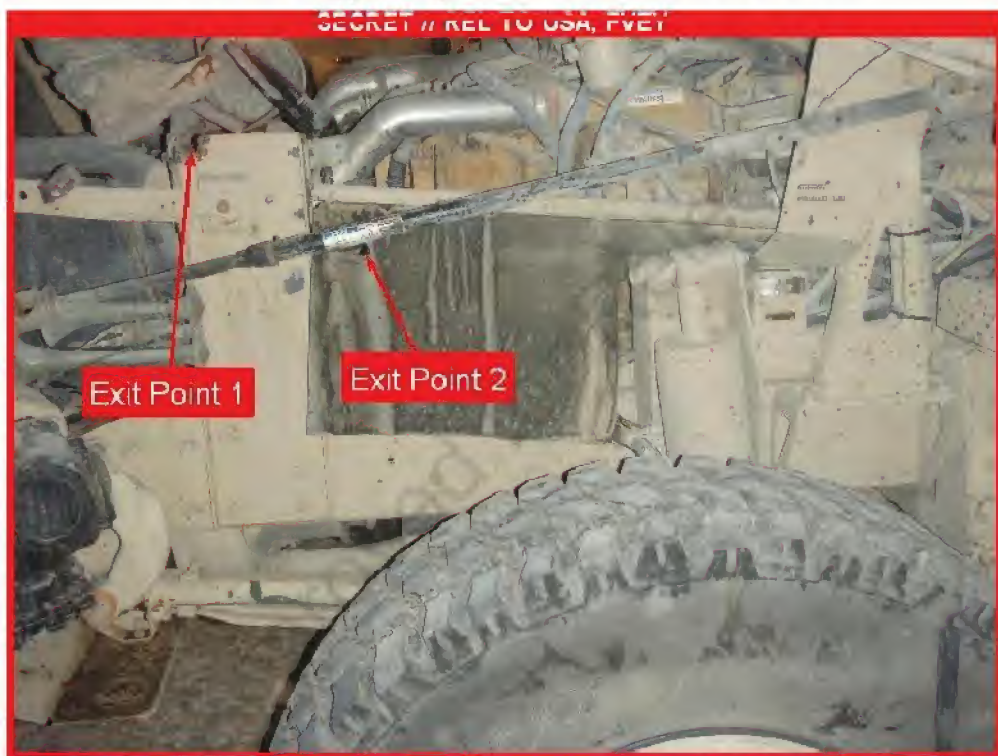




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### Photographs of Scene



Driver Side (Inside)

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~~SECRET // REL TO USA, ACGU~~

033 0



~~SECRET // REL TO USA, ACGU~~

## USD-C

### Photographs of Scene



Driver Side front tire

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~~SECRET // REL TO USA, ACGU~~

034 0



## USD-C

### Photographs of Scene



(b)(1)1.4c

recovered from engine compartment.